

Congress of the United States

Washington, DC 20510

July 27, 2021

Via Electronic and U.S. Mail

The Honorable Joseph R. Biden, Jr.
President
The White House
1600 Pennsylvania Avenue, N.W.
Washington, D.C. 20500

Re: Ultra-Low NOx Emissions Standard for Heavy-Duty Trucks

Dear President Biden:

We are writing to respectfully request that your administration take prompt action to revise the nitrogen oxide (NOx) emission standards for on-highway heavy-duty trucks. We are deeply appreciative of your work to improve public health, ensure access to clean air, and set strong climate goals, which is why we were concerned to see that the 2021 Uniform Regulatory Agenda that your administration recently released did not include the Ultra-Low NOx Emission Standard for Heavy-Duty Trucks (Highway Heavy-Duty Emission Standards, 2060-AU41)¹ in the list of items that the Environmental Protection Agency (EPA) plans to act on in the next 12 months.

As you may know, emissions standards for heavy-duty trucks have not been updated for 20 years, despite the significant and well-understood health impacts caused by NOx and toxic diesel emissions. The burden of this pollution falls largely on environmental justice communities in California and throughout the nation, contributing to premature death, respiratory, cardiovascular, cancer and other diseases. We also learned during the pandemic that communities exposed to higher levels of air pollution can be more susceptible to COVID-19. An urgent focus on this NOx standard will have a meaningful impact on public health: medium- and heavy-duty trucks represent 4% of all vehicles on the road but contribute over 50% of NOx and 60% of PM_{2.5}.

This is an increasingly urgent problem in many communities, as one-third of the U.S. population lives in a county or area that did not meet the 2008 ozone standard.² In the South Coast Air Basin in particular, we are fast approaching Clean Air Act deadlines for the 2008 and 2015 ozone standards. Without significant focus from the federal government on addressing mobile sources—through investment and regulatory standards like this NOx emissions standard—our region may not reach attainment, which could have significant economic impacts on Southern California and send shockwaves throughout the country. Nonattainment sanctions under the Clean Air Act could dramatically impact Southern California economic activity, including at the San Pedro Bay Ports that process over 30% of the nation's containerized goods.


We strongly support your administration's efforts to tackle the climate crisis and reach net zero emissions economy-wide, including a zero-emissions vehicle fleet, and we are committed to working with your

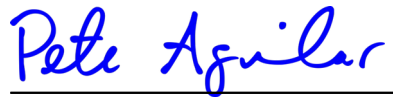
¹ Highway Heavy-Duty Emissions Standards, (Spring 2021), 2060-AU41 - <https://www.reginfo.gov/public/do/eAgendaViewRule?pubId=202104&RIN=2060-AU41>

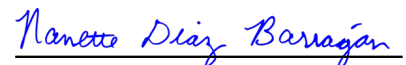
² Green Book, "8-Hour Ozone (2008) Nonattainment Area Summary," U.S. Environmental Protection Agency (May 31, 2021) <https://www3.epa.gov/airquality/greenbook/hnsum.html>.


administration in the ambitious and necessary transition to zero emission technologies. We hope that you will expedite these onhighway heavy-duty truck standards as an important step in that effort to spur economic activity and achieve cleaner air for environmental justice communities and others whose health is being impacted today by criteria air pollutants and toxics.


Sincerely,



Tony Cárdenas
Member of Congress



Pete Aguilar
Member of Congress

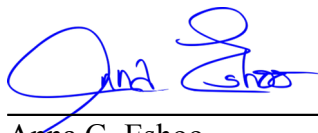

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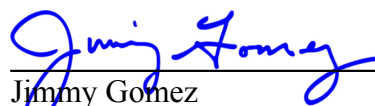

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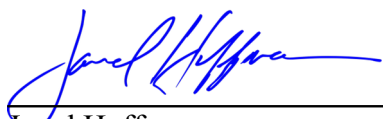

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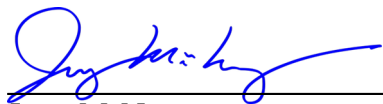
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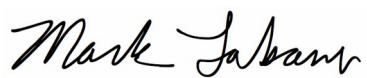
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